



Mails.

Notices to Consignees.

SHIRE LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
STEAMSHIP RADNORSHIRE,
FROM ANTWERP, HAMBURG, LON-
DON AND STRAITS.

CONSIGNEES of Cargo are hereby in-
formed that all Goods are being landed at
their risk into the Godowns of the HONG-
KONG & KOWLOON WHARF & GODOWN CO.,
at Kowloon, whence and/or from the
Wharves delivery may be obtained.

Optional Cargo will be forwarded unless
noted to the contrary be given before Noon
TO-DAY.

No Claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the 15th
Instant will be subject to rent.

All Claims against the Steamer must be
presented to the Undersigned on or before the
15th Inst., or they will not be recognized.

All broken, chafed, and damaged Goods
are to be left in the Godowns, where they will
be examined on the 15th Inst., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by
DODWELL, CARLILL & CO.,
Agents.

Hongkong, August 8, 1892. 1359

THE CHINA MUTUAL STEAM
NAVIGATION COMPANY,
LIMITED.

NOTICE TO CONSIGNEES.

FROM LONDON, LIVERPOOL AND
SINGAPORE.

THE Company's S.S. *Chingwo*, having
arrived at the above Ports, Consignees of Cargo are hereby in-
formed that their Goods are being landed at
their risk into the Godowns of the HONG-
KONG & KOWLOON WHARF & GODOWN CO.,
Kowloon, whence delivery may be obtained.

No Claims will be admitted after the
Goods have left the Godowns, and all
Claims must be sent in to the Office of
the Undersigned before Noon, on the 11th
Instant, or they will not be recognized.

All broken, chafed, and damaged Goods
are to be left in the Godowns, where they will
be examined on the 10th Inst., at 4 p.m.

No Fire Insurance has been effected, and
any Goods remaining in the Godowns after
the 10th Inst. will be subject to rent.

Optional Cargo will be forwarded unless
noted to the contrary be given before Noon
TO-DAY.

Bills of Lading will be counter-signed by
ARNHOLD, KARBERG & CO.,
Agents.

Hongkong, August 10, 1892. 1363

HONGKONG RIFLE ASSOCIATION.

THE Short RANGE CUP will be Shot
for SATURDAY, 13th August.
Ranges 200 and 300 yards. Time, 2.45 p.m.

ED. R. BINSON,
Hon. Secretary.

Hongkong, August 10, 1892. 1341

HONGKONG RIFLE ASSOCIATION.

A General MEETING of the above As-
sociation will be held at the Chambers of
the Hon. SECRETARY, 18, Bank Building,
on THURSDAY, 18th August, at 4.15
p.m., to discuss, and, if approved, adopt the
following Amendment to Rule 6.— Candidates
elected after 30th June in any year
shall only be liable for half subscription for
that year.

ED. ROBINSON,
Hon. Secretary.

Hongkong, August 10, 1892. 1381

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE U. S. Mail Steamship *CHINA*
will be despatched for SAN FRANCISCO,
via YOKOHAMA and HONO-
LULU, on SATURDAY, the 20th August,
at 1 p.m., taking Passengers and Freight
to Japan, the United States, and Europe.

RATES OF PASSAGE.

From HONGKONG, FIRST CLASS.

To San Francisco, Vancouver,
Victoria, Esquimalt, New
Westminster, Port Town-
send, Seattle, Tacoma, Port-
land, O.

To Liverpool and London \$225.00

To Paris and Brussels \$243.00

To Havre and Hamburg \$235.00

Through Passage Tickets granted
England, France, and Germany by
trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND
CITIES, FIRST CLASS.

DESTINATION. 30 day
Tickets. Continuous
Trips.

Kansas City, Mo., Omaha 285.00

St. Louis, Mo. 292.50 291.50

St. Paul, Minn. 292.90

Chicago, Ill. 297.50 295.00

Milwaukee, Wis. 299.50 295.00

Cincinnati, Ohio 302.80 301.50

Columbus, Ohio 304.23 304.00

Detroit, Mich. 304.93 302.75

Cleveland, Ohio 306.65 305.00

Toronto, Canada 309.93 307.45

Pittsburg, Penn. 310.25 307.00

Niagara Falls, N.Y. 311.00 308.50

Washington, D.C., Balt. 317.90 311.75

Montreal, Canada 316.75 312.00

Philadelphia, Penn. 319.75 312.50

New York 319.75 316.00

Boston, Mass. 321.15 317.00

Portland, Maine 327.25 317.00

All the above Rates are in Mexican
Dollars.

Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials, and
their families.

Passengers by this Line have the option
of proceeding Overland by the Southern
and connecting Lines, Central Pacific
Railway, Northern Pacific or Canadian Pacific
Railways.

Return Tickets.—First Class.—Prepaid
return tickets to San Francisco will be
issued at following rates:

4 months \$33.50

12 months \$339.75

Time is reckoned from date of issue to
date of re-embarkation at San Francisco.

Passengers who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10% from Return
Fare. This allowance does not apply to
through fares from China and Japan to
Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, via Pusan, to Atlantic and
Indian Oceans, via the United States, via
Overland Railway, to Havre, Trieste,
and Dalmatia, and to ports in Mexico,
Central and South America, by the Com-
pany's and connecting Steamers.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcels
will be received at the office until
5 p.m., same day; all Parcel Packages
should be marked to address in full; value
of same is required.

Concise Invoices to accompany Cargo
destined to points beyond San Francisco
in the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 72, Queen's Road Central.
J. S. VAN BUREN,
Agent.

Hongkong, July 10, 1892. 1353

DAKIN, CRUICKSHANK & CO.
(LIMITED).

DISPENSING CHEMISTS,
WHOLESALE AND MANUFACTURING
CHEMISTS AND DRUGISTS,
CREMATED WATER MANUFACTURERS,
Wine and Spirit Merchants,
&c., &c., &c.

WE have the pleasure to announce that
this COMPANY, formed and regis-
tered in HONGKONG, has TAKEN OVER the
BUSINESSES hitherto carried on here and
elsewhere by Messrs. DAKIN BROS. OF
CHINA, LTD., and Messrs. CRUICK-
SHANK & CO., LTD., together with all
ASSETS and LIABILITIES.

The Support hitherto given to the late
Firms, will we trust be Continued to us.

QUEEN'S ROAD CENTRAL
HONGKONG.

Hongkong, July 1, 1892. 1161

To-day's Advertisements.

SHIRE LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND
YOKOHAMA.

The Steamer

Radnorshire

Capt. F. D. DODWELL, R.N.R.,

will be despatched as

above at Noon TO-MORROW, the 11th

Instant, instead of as previously advertised.

For Freight or Passage, apply to

DODWELL, CARLILL & CO.,
Agents.

Hongkong, August 10, 1892. 1363

OLEN LINE OF STEAM PACKETS.

FOR LONDON VIA SUEZ CANAL.

The Steamer

Glenfruin

Capt. E. NORMAN,

will be despatched as

above at 4 p.m. TO-MORROW, the 11th

Instant. This Steamer has superior Accommodation

for Passengers, and carries a Doctor and

Steward.

For Freight or Passage, apply to

JARDINE, MATTHEWS & CO.,
Agents.

Hongkong, August 10, 1892. 1283

SHIRE LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

The Steamer

Glenfruin

Capt. E. NORMAN,

will be despatched as

above at 4 p.m. TO-MORROW, the 11th

Instant. This Steamer has superior Accommodation

for Passengers, and carries a Doctor and

Steward.

For Freight or Passage, apply to

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Hongkong, August 10, 1892. 1283

THE CHINA MAIL.

The band of the 1st Shropshire L. I. will play the following programme at the Officers' Mess, Murray Barracks, this evening, commencing at 6 o'clock—
 Overture—*Tha Embroider'd Ball*.
 Selection—*All Provost*.—*Verdi*.
 Selection—*Saltire*.—*Beethoven*.
 Selection—*Guard*.—*Sir A. Sullivan*.
 Selection—*Pest Horn*.—*More*.

Messrs. Jardine, Matheson & Co. inform us that the a. s. *Glenora* from London for this port, left Singapore yesterday morning; and that the a. s. *Kutang*, from Calcutta and Straits for this port, left Singapore at 12 a.m. to-day.

Our attention has been called to the fact that the figures which we gave the other day with reference to the rainfall for July, and for the past seven months were inaccurate. On looking into the matter we find the following to be the correct figures:—The rainfall for July amounted, according to the observations taken at the Observatory, to 10.75 inches, as compared with 23.1 inches for the corresponding month of last year. Rain fell in registrable quantities on nineteen days. The total rainfall for the past seven months was 70.99 inches, as against 73.44 inches in the same period of 1891.

The following items are from the London and China Express of July 8:—The Japanese coastguard vessel *Matsuwa*, which has been constructed at the Forges of Chambiers de la Méditerranée at Le Havre, arrived at Marseilles on the 6th inst. from Tonkin. She is exercising her crew previous to leaving on her voyage to Japan.

The trooper *Tyne* arrived at Plymouth on the 6th inst., having left Hongkong on May 11th.

For some years natives have been enlisted for service afloat in Cochinchina, but up to the present the organization has only been considered as of a tentative character. Now it has been decided officially to recognize the existence of these as native sailors. They are recruited, or can be rechristened for two years, and then are induced to rejoin year by year after the first term expires. They are found useful in the engine-room as stokers, and in other positions. They have rather a picturesque uniform.

The Royal yacht cruiser *Maka Chakri*, built to the special and direct order of the King of Siam, by Messrs. Ramage and Ferguson, Limited, at Leith, was successfully launched on the 27th ult. She is a vessel of about 2,400 tons, built especially to combine the facilities of a liner for cargo, and plan to contain a most complete suite of extensive and luxurious apartments and cabins for the use of the King. To outward appearance the vessel looks like an imposing man-of-war, with projecting ram bow and elliptical stern, having two funnels and two military masts, with armed tops containing machine guns, while on each side in barbette towers are two Armstrong breech-loading guns of large calibre. The special circumstances of having to cross the barbs of several rivers where the water is shallow have influenced the design, and a light draft of water sufficient for this end is obtained by pumping the water out of the hull. In this she is which enabled the whole length of the vessel. Her principal dimensions are:—Length over all, 300 feet; length between perpendiculars, 275 feet; breadth moulded, 40 feet; depth moulded to main deck, 20 feet. The machinery of the vessel consists of two sets of triple-expansion engines of the most perfect design. Steam is supplied by five boilers working up to 1,600 lbs. pressure, and nothing has been omitted in order to secure the highest speed and efficiency. Electric lighting is supplied throughout, and two Admiralty searchlights have been fitted.

The Consular representatives of the United States abroad have, in reply to a request from the Department of State at Washington, sent home reports as to the means of transportation in their respective districts. There are a number of reports from the Far East describing in detail the various systems of public transportation. Consul Simons, at Hongkong, quotes in full the regulations of the Chinese port of public conveyances. "On the whole," he says, "the facilities offered are not to be despised by the factor to the public, and, as to the financial profit of those engaged in the business of supplying them, I am informed that the jinrikisha business is a paying one. It is impossible to obtain exact statistics as to the profits of the sedan-chair owners, but they usually state that they make a fair living."

The last report of the China Association pointed out a remarkable fact that, while it had over thirty members resident in Japan, barely half-a-dozen residents in China. This had, no doubt, been due to the desirability to join the association established in London especially for the protection of British interests in the Far East. The Straits Association, on the other hand, has its greatest strength in the East. It is the branch in Singapore which suggests to the branch in London that certain action is desired. And the time would seem to have come when British residents in China, Hongkong, and Japan, would do well to associate themselves on a similar basis. Special meetings of British residents in Yokohama and Shanghai were held to protest, respectively, against the approaching term of Treaty Revision in Japan, and against the amalgamation of the offices of Consul-General and Chief Judge. But, in current purposes, the Chinese Government, and the existing organizations, and how identical cover the interests of a cosmopolitan community may be, there is no doubt that our Foreign Office would be disposed to look more attentively at a communication from an exclusively British body. In the case of the Straits, the London and Eastern branches are, we believe, so far separate that each has an independent organization, though they are, of course, in close sympathy and communion. There may be reasons why the China Association had better form a comprehensive whole, but in one way or other, the matter should certainly be taken up. Comprising now more than 200 members, it would become a very influential body indeed if in organization were combined, as it should be, by the formation of strong branches in Hongkong, China, and Japan, or by the addition to the London roll of a large number of the British subjects now residing in those countries and the appointment, in each, of Local Officers with whom the London Committee could correspond.

ARRIVED the steamer of the New Oriental Bank had no particular effect upon the London market, the local papers make out that at Johannesburg, of all places in the world, prices were lowered. The market reports read as follows on June 9th:—

Market very rotten, owing to the news of the breaking of the Oriental Bank, and

The market has been much affected by the smash. On June 10th the situation was summed up in the two words "Market stamped."

The L. & C. Express says:—There appears to be some doubt as to the correctness of the return for Greenock, where Sir Thomas Sutherland, the late Liberal-Unionist member, was declared to have been defeated by a majority of 44, while the gentleman supported by a majority of 45, was the candidate of the Liberal Unionists. In one of the Ward where the returns contained the names of 840 electors 873 votes were recorded, and when both candidates figures are added, the total is really 200 above the actual votes polled. It is clear, therefore, that either the counting was very faulty, or that, on the return on a large scale was practised. The leaders of both parties (says the Press Association) are now quite agreed that a serious mistake has occurred in connection with the counting of votes, and that 200 have been counted twice. The necessary steps for demanding a scrutiny are being taken, but nobody appears to have any idea which candidate benefited by the duplication in counting. Mr. Bruce, the Liberal candidate, only obtained a majority of 44.

THE suit against the Suez Canal Company, referred to lately in the Home of Commons, in the name of Messrs. J. Chambers and Mr. Liverpool, Stephens and Marion, Newcastle, & C. Arbib, and the Temerty Steam Shipping Company, London, as shipowners and insurers. The claimants cite the Canal Company and the Egyptian Government to appear before the mixed tribunal of Alexandria to show cause why the company's new regulations, applicable from July 1st, next, permitting the passage of petroleum in tank steamers did not pay two months' rent for the mixed steamship at Wanchai because he had no money!—Yes. I asked him for two months' rent and told him to treat it as a loan.

And you do a few little jobs as a go-between?—No.

You are a procurer to procure women for men, aren't you?—No.

It is not a fact that you don't want your daughter to live with the housewife; it is that not what you are angry about?—I want to get away from the house with my daughter.

How do you know who the father is?—The older brother of his deceased husband.

Does your daughter know herself who is the father of the child?—Yes.

Has she been living all these years?—I am a widow.

Have you got any other business?—Sometimes I attend the sick and get \$1 a day.

And you do a few little jobs as a go-between?—No.

You are a procurer to procure women for men, aren't you?—No.

It is not a fact that you don't want your daughter to live with the housewife; it is that not what you are angry about?—I want to get away from the house with my daughter.

It is not because the defendant has not got enough money?—No; I am supporting my daughter.

Are you supporting your daughter now?—Yes.

How much do you spend on her a month?—\$10 will keep her for a month.

Before you went to live with the defendant did he not pay two months' rent for the passage of tank steamers?—Yes.

Before you went to live with the defendant did he not pay two months' rent for the passage of tank steamers?—Yes.

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Before you went to live with the defendant did he not pay two months' rent

Mails.

Mails.

Intimations.

Intimations.

Merchant Vessels in Hongkong Harbour.

CANADIAN PACIFIC RAILWAY CO.'s
ROYAL MAIL STEAMSHIP LINE,
CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION.)

Empress of China | Saturday | August 20.

Empress of India | Saturday | Sept. 10.

Empress of Japan | Saturday | October 8.

THE R. M. S. EMPRESS OF CHINA, 1.
R. ARCHIBALD, Commander, sailing at
Noon, on SATURDAY, the 20th August, with
Her Majesty's Mail, will proceed to
VANCOUVER, via SHANGHAI, KOBE,
INLAND SEA and YOKOHAMA.

RATES OF PASSAGE.

(In Mexican Dollars).

FROM HONGKONG, FIRST CLASS.

TO
One Way
Fares
Prepaid
Return
4
12
Mo.
Mo.

Vancouver, Victoria, Es-
quimalt, New West-
minster, B.C. 225 338 394

For Townsend, Seattle, 225 338 394

Portland, Ore., San Fran-
cisco, 255 383 487

San Fran., Calif., Alta. 275 413 482

Minneapolis, St. Paul, Du-
luth Minn. 285 428 499

Chicago, Ill., Kansas City, 295 443 517

Milwaukee, Wis. 305 453 522

Detroit, Mich., Cincinnati,
Cleveland, Columbus, O. 305 453 524

Hamilton, London, Toron-
to, Ont. 305 453 524

Buffalo, Niagara Falls, N.Y. 310 465 535

Kingston, Ottawa, Ont., 310 465 535

Montreal, Quebec, Que. 310 465 535

New York, Albany, Troy, 310 465 535

Rochester, N. Y. 310 465 535

Baltimore, Md., Philadel-
phia, Pittsburgh, Pa., 310 465 535

Washington, D.C., Boston,
Mass., Portland Me., 310 465 535

Halifax, N.S., St. John,
N.B. 325 575 650

Liverpool and London via
Liverpool. 325 575 650

Paris via Liverpool and
London. 345 500 650

Havre, via Liverpool. 335 500 650

Bremen, 345 500 650

Hamburg, 355 500 650

2nd class steamer and 1st class on rail,
and 2nd class steamer and rail, also Steer-
age Fare and Rates to other places, quoted
on application.

The Steamer call at Victoria to land and
embark Passengers.

Return Tickets.—Time limit for prepaid
return ticket is reckoned from date of issue
to date of re-embarking at Vancouver.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of steamers.

Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
or Japan, and to Government officials and
their families.

Passengers by this Line have the option
of proceeding Overland by the South-
ern and connecting Lines, Central Pacific
and North Pacific or Canadian Pacific
Railways.

Return Tickets.—First Class.—Prepaid
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